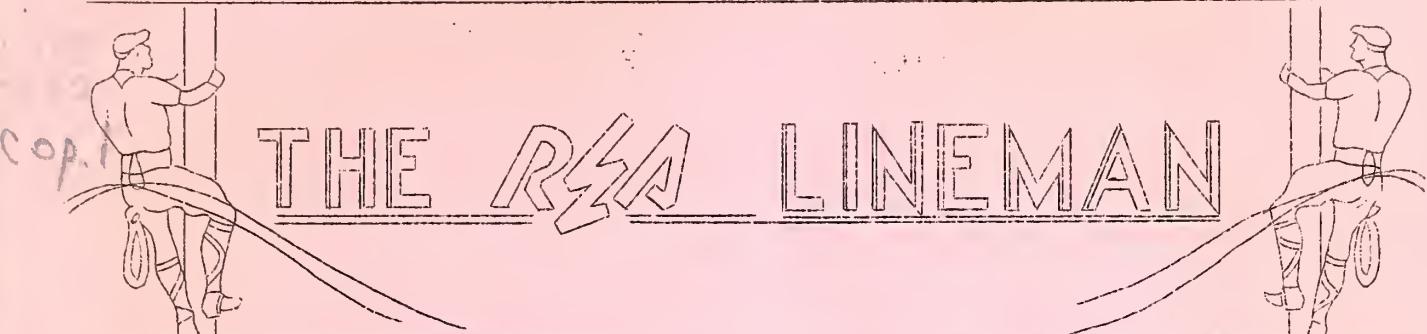


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NATIONAL SAFETY CONGRESS ISSUE



COP.

THE REA LINEMAN

Rural Electrification Administration

U. S. Department of Agriculture

Vol. I, No. 9

November 1941

Washington, D. C.

TWO MORE STATES REQUEST PROGRAM FOR JOB TRAINING AT NATIONAL SAFETY CONGRESS

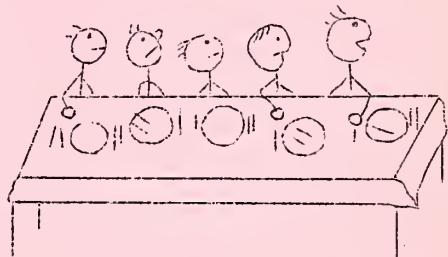
The REA luncheon at the National Safety Congress in Chicago last month indicated that the safety and job training program now under way in five states has proved so successful that it will eventually be extended to the 45 states where REA has systems.

Wisconsin and Iowa sent special delegations to the luncheon to ask David A. Fleming, REA safety director, who presided at the luncheon, to start a safety and job training program in those states at once. The request was granted.

Ross Copper, director of the Wisconsin Power Safety Council, said that linemen in all sections of the state had asked for the job-training program. He cited the case of several linemen who attended safety meetings at their own expense and who lost a day's pay because they realized the necessity of a state-wide program. "It is obvious that the linemen are interested in protecting their own lives," Copper said.

Ed Beach, superintendent of Iowa 34 Jones, headed the Iowa delegation asking for a job training program. "Many of the linemen at first were not enthusiastic over the job training plan," Beach said, "but when they heard how well the program was going in Illinois and Ohio, they asked me to do all I could to bring job training to Iowa. They will be pleased when I bring them Mr. Fleming's affirmative answer."

Sixty persons attended the REA luncheon, consisting of linemen, super-



intendents and directors from Iowa, Illinois, Ohio and Wisconsin. In opening the discussion at the luncheon, Fleming pointed out that there were only four representatives of REA systems at last year's national safety congress. "That gives some idea of how interest in safety has increased the past year," he said.

W. H. Cameron, managing director of the National Safety Council, who was a guest at the luncheon, praised the job-training program and urged that it be intensified. He pointed out that in England, greater precautions for safety are being taken now than ever before.

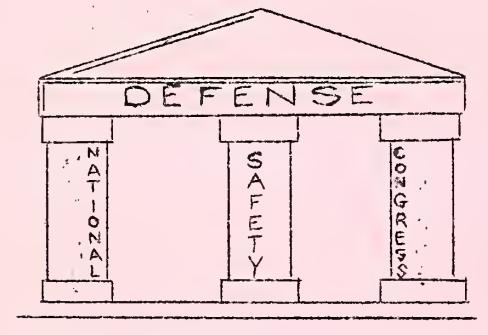
In an informal discussion which followed, Harry Pontius, safety director of the Ohio Farm Bureau, said that industries had gone a long way in developing safety methods in the cities. "It is gratifying," he said, "that REA is

(Continued on Page 4)

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THE REA LINEMAN

David A. Fleming, Editor



THE NATIONAL SAFETY CONGRESS

Importance of safety was emphasized as never before at the National Safety Congress in Chicago this month. Backed by the proclamation of President Roosevelt, and with Col. Frank Knox, Secretary of the Navy, as the principal speaker the Congress was nation-wide in scope.

Scores of speakers emphasized the importance of safety in national defense. It was particularly pointed out that practically every accident, wherever it happens, hampers our national defense program.

All REA systems should realize this. Aside from the humanitarian and monetary standpoint, it should be remembered that every accident causing lost time, affects our national defense. REA is serving hundreds of national defense industries. Any accident which impairs the service to these industries gives aid and comfort to Hitler.

Every farm, too, is entitled to uninterrupted service. The farms are producing the food we are sending to Britain. More food is urgently needed.

From an REA standpoint, the REA luncheon was the high-light of the Congress. Every superintendent and lineman present was enthusiastic about the safety and job training program which is now under way in five states. As a result of this luncheon, two more states, Iowa and Wisconsin, asked to be included in the job training program. Needless to say, their requests were granted and safety programs should be under way in those states in a few months.

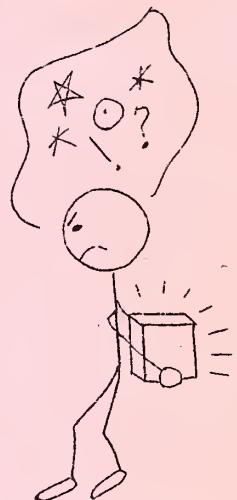
LELAND OLDS WARNS ALL ELECTRICAL COMPANIES TO GUARD THEIR PROPERTIES

Leland Olds, chairman of the Federal Power Commission, told the Public Utility Section of the Congress, that extreme care should be taken by utilities in guarding their properties "in these critical times." Although he made no reference to the properties of REA cooperatives, he made it plain that extreme care should be taken to protect all electrical properties from saboteurs.

Mr. Olds, after congratulating the utility industry for cooperating with the Government during the emergency, said that useful purposes must be found for the increased electrical capacity during the emergency. "Idle generating capacity means idle industry and idle men," Mr. Olds said. "Ways must be found to have this increased equipment when there is no immediate demand for it. This will be an important step in making democracy work."

E. P. Durfee of the Consolidated Edison Co., New York City, pointed out that electricity is playing an important part in the development of the army and navy--and that the military services come first in the expansion plans of the industry.

John C. Parker, vice president of the Consolidated Edison Company, in emphasizing the importance of safety, said that every piece of material destroyed through carelessness hurts the national defense plans. He warned against admitting unauthorized persons to power plants.



MOVIES PLAY BIG PART IN CAMPAIGNS FOR SAFETY; MANY SHOWN AT CONGRESS

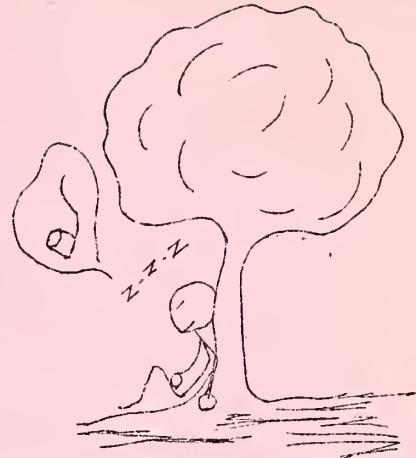
Movies are playing an important part in all safety work. While the cost of producing movies is probably excessive for most REA co-ops, it should be remembered that they are nevertheless an important medium for getting the safety idea across.

Many movies were shown at the national safety congress, the most pretentious of which was that on "Artificial Respiration" presented by J. M. Orts, Safety Director, Public Service Corporation, Newark, N. J. Orts, who is a great booster for THE REA LINEMAN, said the movie, which was in color, was one of the most effective vehicles in his safety campaign.

"Artificial Respiration," showed how three persons had been revived by the prone-pressure method. One was the victim of electrical shock from flying a kite, another a near-drowning victim and the third a victim of gas poisoning. They were taken from the actual records of the company and were re-enacted for the film.

Another interesting picture captioned "Keeping Them Hot," showed how linemen work with comparative safety on high-transmission lines, by using a vast array of hot-line tools. Other films seen at the conference were:

1. INVISIBLE RED INK. An appeal to business management to recognize the importance of a planned safety program.
2. NO USE SKIDDING. A fast-moving film explaining the major causes of winter traffic casualties.
3. RULES FOR TOOLS. An interesting story on the safe use of small hand tools.
4. IF IT HAPPENS. Explaining what to do after an auto accident.
5. ARE YOUR FEET KILLING YOU? A dramatic portrayal of America's pedestrian problem.
6. SAFETY FOR DEFENSE. A stirring drama explaining why safety is so vital to the national defense program.



"DAY DREAMING" IS HELD CAUSE OF AUTO ACCIDENTS

Many REA system employees have had auto accidents. They should remember, if they can, not to let the same type of accident happen again.

The reason for this is that accident-prone drivers are apt to become involved repeatedly in the same type of accident. E. D. Jackson, auto accident expert of the Chicago post office, told the Safety Congress:

"Day dreaming is one of the most frequent causes of accidents."

OFFICIAL OF TELEPHONE COMPANY O.K.'S JOB TRAINING PROGRAM

The importance of safety and job training was emphasized at the Congress by D. C. Robertson, supervisor of training and employee information of the Illinois Bell Telephone Company. By inference, he indicated that REA system employees who took safety courses some years ago should not consider that their safety education is ended. He explained:

"Present conditions call for re-training in many instances. Workers who were skilled under conditions of a few years ago may learn that technological progress has passed them in one or more phases of their jobs."

(Continued from Page 1)

now blazing the safety trail in rural areas."

R. W. Thrush, assistant director, first aid and life saving, Red Cross, said that all of the facilities of his organization were available to REA for its safety campaign.

L. A. Ehmsen, REA safety director in Ohio, said that "we will get out of our safety program just what we put into it-- and we are putting into it everything that we have."

Ben Snively, REA safety director in Illinois, said that all the co-ops save one joined in the safety campaign when it was started in July. "Now this one co-op wants to come-- and of course we are glad to have it."

T. A. Davenport, field supervisor for the REA safety section, said that everyone in the REA co-ops should be made safety-conscious and our safety program is doing just that.

Joe Rogers of the REA Information staff said that, "I have worked on more than 50 publications and none has given me as much satisfaction as the REA LINEMAN."

Fleming expressed the hope that at the next National Safety Congress 500 representatives of REA systems would attend. "The safety problem is one of the most important problems now facing REA," Fleming said. All present agreed and promised fullest cooperation.

The names of those attending the REA luncheon will be found on Page 8.

HAZARDS IN CHANGING TRANSFORMERS

In four months' time eight electric shock cases, three of them fatal, were reported to REA as the result of installing or changing transformers. Obviously in all cases the men were working too high on the pole. Installing slings or gins may be a direct cause of these accidents. An exchange of experiences through THE REA LINEMAN might help to keep the next fellow from being burned.

PART FILM STRIPS PLAY IN SAFETY PLANS TOLD BY UTILITY OFFICIALS

Film strips should be a definite part of the safety meetings of all REA co-ops.

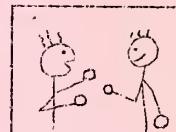
That was the conclusion reached at the National Safety Congress after listening to various speakers at the Public Utilities Section.

These film strips, J. L. McNealey of the Southern Ohio Electric Co. explained, are inexpensive and effective. He estimated that on the basis of 24 safety meetings a year, a series of film strips could be produced at a cost to each co-op of less than \$2 a showing. And if several REA co-ops should join together to use these film strips, the cost, properly apportioned, would be negligible.

George M. Probst, safety supervisor of the Equitable Gas Co. of Pittsburgh, explained that especially when shown before small groups, the film strips, showing local people, would have an especial appeal and would result in larger attendance than would be had ordinarily.

One advantage of the film strip over the movie, in addition to being less costly, is that each slide can be discussed separately. Probst was of the opinion that the showing of film strips increases morale among the linemen. "We all like to get our picture taken," Probst said, "and after it is taken, we like to see it on the screen."

There was a special series of exhibits displayed by the Public Utilities Section, most of them dioramas showing the proper ways for handling hot-line tools and how to avoid accidents. Some of the moving exhibits, alas, would not work because they were designed for A. C. current when the Stevens Hotel used D. C. But they were interesting, nevertheless.



SAFETY ON FARM IS HELD
ESSENTIAL TO NATIONAL DEFENSE
AT CONGRESS IN CHICAGO



By David A. Fleming
REA Safety Director

Safety on the farm is essential to national defense.

That was the theme of the Farm Safety Meeting at the National Safety Congress, attended by 100 leaders of farm groups from all sections of the country--and Hawaii.

H. L. Miner, Chairman of the Farm Safety Committee of the National Safety Council, presided at the meeting with F. H. Kirshaw of the Council. Both paid high tribute to REA and other branches of the Department of Agriculture for the work they are doing in emphasizing the importance of safety in all of their activities. Kirshaw said:

"The work among the boys and girls of the 4-H Clubs has been especially effective. These boys and girls, in their group meetings, learn about the latest safety practices and then tell their parents about them. The result of this 4-H Club work leaves little to be desired--but, of course, it must be kept up constantly.

"Employees in the various branches of the Department of Agriculture are providing the key people in the safety campaign."

Mr. Miner announced that there will be a special conference of farm and home safety, sponsored by the National Safety Council, to be held early next year. He then paid tribute to the work of the Red Cross in farm safety, adding:

"That organization has distributed 9,000,000 copies of safety bulletins. They have proved helpful in the coordination of all safety activities."

Ralph A. Rohweder, assistant secretary of the Minnesota Safety Council, told the farm meeting that to further reduce accidents on the farm "every agency which contacts the farmer must be used." He added:

"The REA, under the personal super-

vision of T. A. Davenport, field safety supervisor, has been doing outstanding work recently. Scores of small meetings have been called and the latest safety practices explained. The Minnesota safety council is glad indeed to cooperate in this activity."

As an example of the need for eternal vigilance, Rohweder pointed out that seven children, in one month, were drowned in stock tanks in Kansas.

The problem of interesting farmers in safety is different from that of interesting those in urban industries, Harry M. Pontius, safety director of the Ohio Farm Bureau, told the conference. He explained:

"Because they are scattered, farmers must be reached by small group meetings. There are too many of such meetings of the wrong type. The best results come from small discussion groups. The program should provide definite things for the farmers to do after the discussion. They should not just go home and say 'Something should be done' and then do nothing about it."

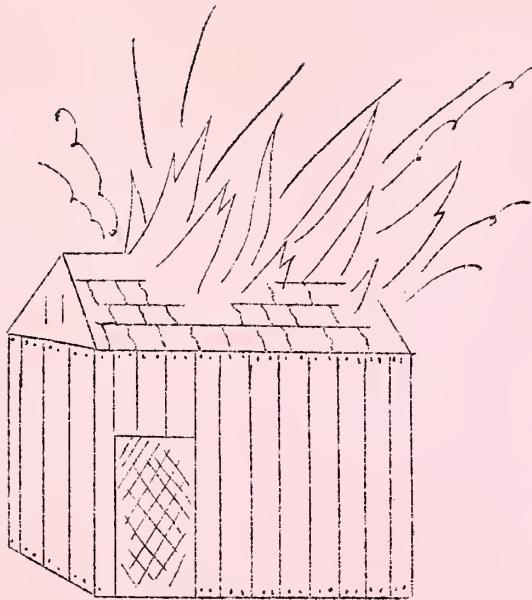
Pontius made these suggestions for every farmer:

1. Tools and electrical equipment, such as motors, should be kept in a safe place.

2. Buildings should be inspected frequently to eliminate fire hazards.

3. Farmers, after being put on the right track, should carry on their own programs.

Pontius suggested that there was a
(Continued next page)



H. C. Mesch of the Soil Conservation Service presented some interesting figures to show that the ax, one of man's oldest tools, is still the most dangerous. That, too, has been the experience of REA cooperatives.

An interesting delegate to the farm safety meeting was Slayton Miller of Hawaii, where he is the foreman of 1500 workers on a sugar plantation. "We tell our workers about safety every time they get their pay envelopes," he said, adding:

"Our safety work started at the top. Now, however, all of our employees are safety-minded, and we will do everything in our power to keep them so."

PLANNED SAFETY PROGRAMS URGED FOR RURAL AREAS

The task of bringing safety to the American farm is larger and more difficult than the whole job of the United States Department of Agriculture, in the opinion of Ralph A. Rohweder, assistant secretary of the Minnesota Safety Council. Speaking before the Farm Safety Section of the Congress, he said:

"A farm safety program must utilize every facility, every agency and every device that contacts the farmer. Individual organizations can conduct safety programs, but not as effectively as all of them pulling together."

Rohweder recommended the appointment of a small central committee to meet periodically, plan the campaign and assign special tasks to subcommittees. He added:

"Appointment of a strong central committee is less than half the job. The work then must be done through the volunteer members, projecting ideas through the individual committee-men and giving them all the credit."

"A cooperative association, organized in the name of safety of all farm activities within the state, will be rewarded with positive gains in farm safety and farm efficiency, provided the association is well conducted by a manager informed on the wide subjects of safety on the farm."

(Continued from Page 5)

scarcity of trained safety instructors and urged that agricultural colleges should put a greater stress on the safety phases of the curricula. "Publicity through the radio, newspapers, movies, film strips and magazines should be used wherever possible," Pontius said.

Frank Kranick of the J. I. Case Co. told how manufacturers of farm equipment were placing more and more emphasis on safety "as a sound business principle." He told how one type of tractor had been causing some trouble. "All of the manufacturers," Kranick said, "pooled their resources and put the necessary guards on the machines. And in one case, if a farmer should take off the guards, there will be another one which will automatically take its place. And if this second guard should be removed, the machine will not operate."

Kranick pointed out that in urban industry, the worker is closely supervised and that he has to exercise safety whether he wants to or not. "There are signs all around as a constant reminder. However, this is not the case on the farm where the farmer is his own boss.

"All farm machinery is accompanied by instruction books and recently we have had stenciled on all machinery safety warnings."

HOW TO USE MEMBERSHIP
IN NATIONAL SAFETY COUNCIL
DESCRIBED BY P. B. FISCHER

By P. B. Fischer
National Safety Council, Membership
Service

More than 300 REA systems are using the National Safety Council through the special REA membership plan worked out by the Council and REA Headquarters in Washington during the early part of 1939.

The REA Safety problem is unique. Not only is it necessary to train project workers in safe operating practices and maintain their interest in safety, but, also, it is essential to educate REA co-op members in the safe and proper use of the electrical power they are to receive and to which, in most cases, they are complete strangers. Consequently it was decided that REA projects would need materials and services beyond those provided through Council membership to regular electrical utility companies. Also, annual dues cost should be kept to the very minimum, yet include every service necessary for a successful, day-by-day safety program.

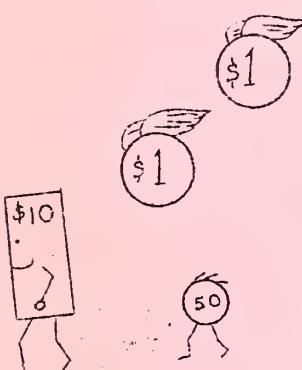
With the above in mind, it was finally decided that the following should be provided for the annual dues of only \$12.50:

1 monthly copy of NATIONAL SAFETY NEWS
1 monthly copy of PUBLIC SAFETY magazine

1 monthly copy of the Public Utility Section News Letter

1 monthly copy of the Home Safety News Letter

1 Safe Practices Pamphlet annually, primarily dealing with public utilities operations but also including information on Home Safety and other pertinent subjects



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6 Safety Posters annually, pertaining to public utilities operations, first aid, etc.

ACCIDENT FACTS, the complete, annual statistical review.

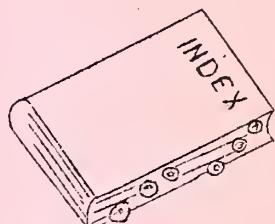
"Safe at Home" booklet during first membership year.

Unlimited consultation with the Council Safety Engineering Staff and Bureau of Information.

Naturally, Project Superintendents ask, "How are we to use this service?" The Council's staff gives complete instructions to each Project when it first joins the Council and follows this up by reviewing the materials provided, and their application, at every opportunity, including a letter each year accompanying renewal materials. Then, too, any troublesome questions or problems arising during the year should be referred to the Council for prompt individualized handling by Council engineers or the Bureau of Information.

In general, it is recommended that each member Project build up a safety file (indexed, if possible) consisting of the Safe at Home pamphlet, Safe Practices Pamphlets and monthly publications. For instance, the Public Utilities Section News Letters and Safe Practices Pamphlets should form

the basis for a file on "Safe Practices for Utilities Operations." Then if an index system is used, publications such as the NATIONAL SAFETY NEWS and PUBLIC SAFETY could be kept in a separate file, and articles pertaining to utilities operations cross-indexed by reference cards in the "Safe Practices for Utilities Operations" file. The same procedure would be followed by having a "First Aid" file and a "Home Safety" file. The purpose is, of course, to make immediately available to any individual seeking information on these subjects the wealth of materials and information provided by the many publications regularly received.



LIST OF EMPLOYEES OF REA
SYSTEMS AND OTHERS AT
NATIONAL SAFETY CONGRESS

Illinois

Harold Reid	John Hund
Line Foreman	Line Foreman
Ill. 8 Coles	Ill. 32 McDonough
J. G. Waggoner	Lee Leonard
Project Manager	Line Foreman
Ill. 8 Coles	Ill. 33 Hancock
Herbert L. Pease	L. C. Marvel
Line Foreman	Superintendent
Ill. 12 Bureau	Ill. 33 Hancock
A. E. Becker	H. Long
Manager	Foreman
Ill. 21 Menard	Ill. 34 Jackson
Albert Hinrichs	A. F. Lentz
Foreman	Superintendent
Ill. 21 Menard	Ill. 37 Saline
Charles Masters	T. H. Hafer
Superintendent	Superintendent
Ill. 23 Sangamon	Ill. 38 McLean
E. C. Kepplinger	R. E. Reiman
President, Board	Line Foreman
Ill. 23 Sangamon	Ill. 38 McLean
R. D. Wilson	L. C. Groat
Line Foreman	Manager
Ill. 23 Sangamon	Ill. 39 Fulton
J. E. Hardy	E. L. Mayberry
Lineman	Line Foreman
Ill. 27 Edgar	Ill. 39 Fulton
W. F. Walker	M. H. Schaeffer
Superintendent	Superintendent
Ill. 27 Edgar	Ill. 40 Macoupin
James C. Belser	G. W. Endicott
Lineman	Manager
Ill. 29 Shelby	Ill. 43 Pulaski
Lester Boys	L. C. Johnson
Superintendent	Vice President
Ill. 29 Shelby	Ill. 43 Pulaski
K. P. Branyan	F. I. Ruble
Lineman	Manager
Ill. 29 Shelby	Ill. 44 Carroll
V. C. Kallal	
Superintendent	
Ill. 46 Madison	

Indiana

H. H. Minet
REA Inspector
Ellettsville, Ind.

Iowa

Edgar D. Beach	Irvin L. Nervig
Manager	Manager
Iowa 34 Jones	Iowa 56 Poweshiek
C. Christensen	Leonard R. Walters
Superintendent	Maintenance Dept.
Iowa 52 Howard	Iowa 56 Poweshiek
Charles Cox	William Roberts
Lineman	Manager
Iowa 53 Linn	Iowa 70 Osceola
R. D. Palmer	Fred Griesinger
Superintendent	Superintendent
Iowa 53 Linn	Iowa 70 Buchanan

Glenn Stoner, President, Iowa 53 Linn

Wisconsin

R. L. Scafe	Arnold Gilberts
Line Foreman	Director
Wis. 19 Chippewa	Wis. 49 Dunn
Ross. G. Copper	Stuart Brumberg
Maintenance Foreman	Line Foreman
Wis. 45 Chippewa	Wis. 53 Eau Claire
A. J. Brensdal	Victor Martinsen
Maintenance Foreman	Maintenance Foreman
Wis. 49 Dunn	Wis. 54 Polk Burnett

Ray Wells, Line Foreman, Wis. 38 Rock

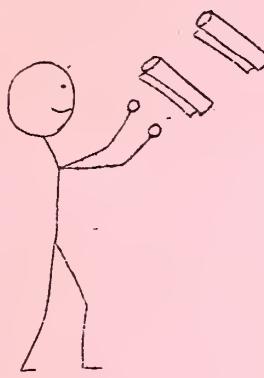
Miscellaneous

Leroy A. Ehmsen	Harry M. Pontius
Safety Coordinator	Safety Director
Ohio REA Safety and	Ohio Farm Bureau
Job-Training Ad-	Columbus, Ohio
visory Committee	
Coshocton, Ohio	
Richard W. Thrush	Charles R. Lee
American Red Cross	Safety Department
Washington, D. C.	Ohio Farm Bureau
 	Columbus, Ohio
A. R. Waehner	T. L. Davenport
Sales Engineer	Safety Engineer
Line Material Co.	REA
	Washington, D.C.

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IDAHO 10 NEZ PERCE WINS TWO SCROLLS FOR SAFETY

Idaho 10 Nez Perce is the first REA co-op to be honored by the National Safety Council. During the National Safety



Congress; the Clearwater Valley Light & Power Association of Lewiston was given two scrolls, one for second place-- perfect record-- Public Utilities Group 4--the other for third place-- perfect record-- passenger cars, Western Area Group IV.

"Arbie" Mushlitz, superintendent of the co-op, was unable to be present to accept the awards, but they were accepted for him by D. A. Fleming. J. B. Gram is line superintendent of Idaho 10 Nez Perce.

T. L. Davenport, REA Safety Engineer who conducted safety meetings on the REA system at Lewiston last Spring, agrees with Fleming that the entire staff of this REA co-op deserves orchids for the winning of the awards.

EMPLOYEES OF REA SYSTEMS

(Continued from preceding page)

W. H. Cameron Managing Director National Safety Council	J. S. Rogers Information Sec- tion REA Washington, D. C.
D. A. Fleming Safety Director REA Washington, D. C.	B. F. Snively Ill. REA Safety and Job-Training Supervisor Petersburg, Illinois
G. B. Shutts White City Elec. Co. Chicago, Illinois	

B. F. SNIVELY DESCRIBES HOW JOB TRAINING PLAN IS DEVELOPED IN ILLINOIS

By B. F. Snively
REA Safety Director for Illinois

We started our safety and job training program in Illinois, July 1. It affects directly 45,000 members of REA co-ops and 400 employees of 27 REA systems and affiliated agencies.

The first two months of our work in Illinois was devoted almost exclusively to promotion. Recently we have concentrated on tools and Red Cross courses, showing these results:

We have put in operation 43 new belts and safeties, 68 first aid kits, 38 rain coats. In addition we have aided in conducting 24 standard Red Cross courses and 5 advanced courses.

We have standardized the tag-out system. The men are all trained to use the standard hold card and flag-warning signs. The men have all been instructed in the use of this equipment.

We have set up an individual membership card for all REA cooperatives for all the co-op employees participating in the safety program.

Twenty-six individual safety council units are holding semi-monthly safety meetings with a complete tool and truck inspection report. Copies of the minutes of these safety meetings are being sent to the office of the REA regional engineer and D. A. Fleming, REA safety director.

The National Safety Congress, I think, was a great success, and we are proud that 23 representatives from Illinois were present as delegates.



MANPOWER LOSS

These Accidents Were Reported to the
REA During September

DEAD REA SYSTEM EMPLOYEES

None

DEAD NON-REA SYSTEM EMPLOYEES

Raymond Nelms
15 year old boy on Texas 89 Houston
Sam Jones
Foreman, M. J. Carroll Construction Co.
Paul Cloninger
Lineman, Day & Zimmermann, Inc.

DISABLED REA SYSTEM EMPLOYEES

S. C. 14 Aiken - J. P. Kneecce, permanent disability.
S. C. 32 Calhoun - V. Rucker, fractured leg.
Ky. 30 Shelby - C. Slade, electric shock, slight burns.
Tenn. 9 Macon - W. F. Roark, electric shock, left forearm amputated, severe burns.
Iowa 30 Franklin - J. Morrow, minor lacerations; E. Ehlers, brain concussion, dislocated shoulder, broken ribs and nose.
Iowa 39 Benton - C. Kubichek, electric shock and burns.
Minn. 72 Renville - A. T. Felt, electric shock and burns.
Nebr. 1 Roosevelt - C. E. Imus, cut hand.
Mo. 36 Audrain - J. J. Dubbert, Earl Stumpf, and Chester Thompson, severe burns.
Tex. 78 Cherokee - J. C. Price, electric shock and burns.

DISABLED CONTRACTOR EMPLOYEES

Ainsworth Construction Co., Texas -

A. F. Ervin, sprained back;
D. E. Swain, sprained ankle.

Day & Zimmermann, Inc., Md. -

J. C. Peterson, infection; W. C. Harris, cut feet; G. Robinson, bruised feet; G. Hardy, fractured skull; R. Brosius, cut ankle; D. Harshaw, sprained ankle;-----

S. C. - R. N. Carter, cut knee;
A. Robertson, fractured rib;
W. Heston, infection; J. L.

Cook, heat stroke;
P. Woolbright, Jr., rupture; B. Worley, cut foot; H. Young, strained groin.

Honold & Le Page, Inc.

Mich. - W. W. Parish, cedar poison; R. Meyer, fractured leg.

Mill and Marine Elec. Co., N. C.-R. McDaniel, cut foot; S. Richardson, cut foot; B. Jenkins, cut ankle; E. Caton, cut shin.

Miller-Baxter Co., Md. - H. P. Craft, bruised hip; J. Shaw, rupture; E. H. Nicholson, torn leg ligaments; B. F. White, bruised; C. O. Howery, bruised leg.

Sandberg & Johnson Construction Co., Texas - O. M. Lumley, poison oak irritation.

Ivy H. Smith Co., S. C. - A. White, cut foot.



By Col. John Stilwell
President, National Safety Council

The National Safety Congress is held in time of extreme crisis. In the past year, much of the world has sunk deeper in the red mire of war. Our own country, in its efforts to prepare quickly for an adequate national defense, finds itself handicapped and seriously impeded by waste and inefficiency in countless ways. Accidents which sap the strength of defense industries and of every other

national activity, have increased alarmingly.

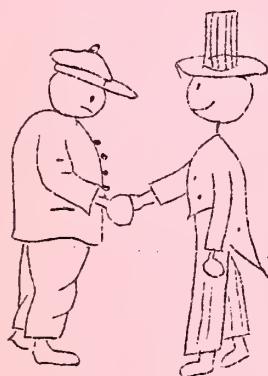
The President of the United States has recognized this critical situation.

On August

18, he issued a proclamation, calling on the National Safety Council "to mobilize its Nation-wide resources in leading a concerted and intensified campaign against all accidents." The officers of the Council immediately responded to this call. I suggest four things which we can and must do in this emergency:

1. Let each of us exercise a more dynamic leadership for safety in his own organization...this is no time for any defeatist attitude.

2. It is not enough for us merely to keep on doing what we have been doing all the time. In every field of safety the well-tried standard program must still be the basis of any successful effort. But we must also recognize the new problems which the emergency has created or magnified in industry, on the highway, and elsewhere. A part of our safety leadership must be to study these new angles and, for each, to discover and apply the appropriate remedy.



A good memory cuts down accidents. That is the thesis of Victor L. Short, President, Institute of Human Science, whose four talks before the National Safety Congress were an interesting example of mental gymnastics. Short said:

"Human engineering is the art of handling people, a knowledge of the influences which control us as human beings. In the final analysis, the solution of the accident problem depends on our ability to deal effectively with a great variety of people--the aggressive, the backward, the indifferent, the egotistical, the depressed, the timid, the griper, the trouble maker." Short said his thesis was "don't get too busy to think."

Short then proved to the satisfaction of the 1,500 present at each of his talks that the memory can be developed by associating thoughts with certain objects.

3. We must mobilize all of our strength to defeat the strong pressure for diversion of safety budgets and manpower to other uses.

4. This emergency throws into bold relief one aspect of our work, always vital but sometimes overlooked--that our National Safety Council and the entire safety movement rests on the foundation-stone of cooperation. If we need national unity in a world crisis, equally do we need a united front in the war against accidents.

The Council itself is, of course, a cooperative association. In its relations with other associations and agencies, the Council is--it must be--no less democratic...We must have the cordial, whole-hearted cooperation of every kind of agency, national, State, and local; official, civic, commercial. And our position among all these is not that of self-appointed captain. It is that of a "first among equals." Our leadership will depend, not on our claims, but on our deeds.

HOW TO PREVENT FIRES
AND EXTINGUISH THEM
TOLD BY CANADIAN DELEGATE

By Willis McClachlan
Secretary, Employers Association
of Toronto, Ontario, and delegate
to the National Safety Congress

Here are five possible causes of fire hazard in transformers:

1. Breakdown of insulation.
2. Overloading.
3. Water leaks in cooling coils.
4. The accumulation of sludge which causes deterioration of winding insulation and reduction in the dielectric strength of the oil circulation, and thereby increases heating.
5. Severe stresses caused by short circuits in transmission lines and fuses.

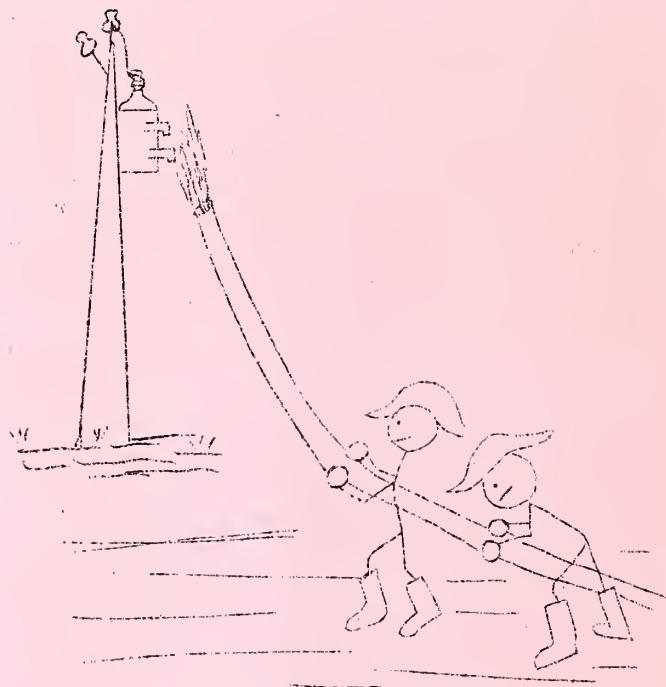
Proper inspection and maintenance measures for the periodic testing of insulation and bushings, removing of sludge, and conditioning of the oil when necessary will safeguard against unnecessary breakdowns which might result in fire.

Success in the extinguishing of fires originating in electrical equipment depends upon the following conditions:

1. The most suitable type of fire-extinguishing apparatus being provided for that particular hazard.
2. Maintenance of the apparatus in good condition.
3. The training of employees to use this equipment effectively.

In order to work out an effective program for the preventing and extinguishing of electrical fires, the following factors are essential:

1. Eliminate cause by using only tested and approved equipment of suitable design and capacity.
2. Follow an inspection and maintenance schedule which is adequate for the duties which the apparatus is designed to perform.



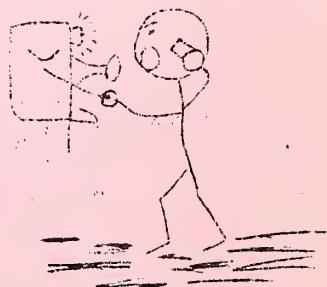
3. Segregate electrical units containing quantities of oil either by space or by the erection of fireproof barriers, and make provision for the drainage of oil.

4. Provide suitable first-aid fire-fighting appliances for incipient fires in suitable locations and in sufficient quantity.

5. Install fixed systems of fire-fighting apparatus where conditions warrant.

6. Train your staff in methods of fighting fires in anticipation of electrical fires.

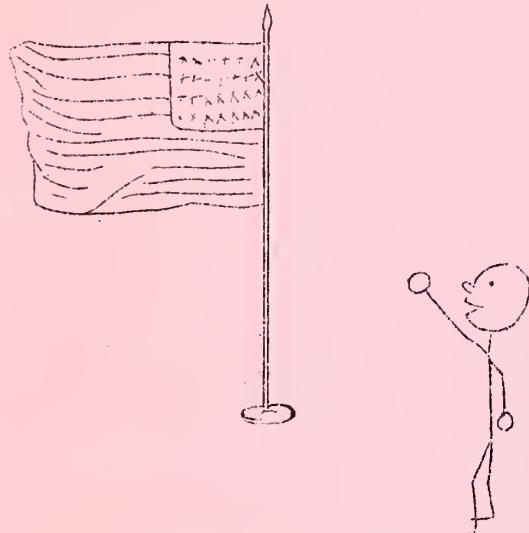
7. Make a systematic study of fire risks and install fire-fighting agents with due regard to the limitations and advantages of each type of each application.



REA CO-OPS ARE ADVISED
TO MAKE SURE EMPLOYEES
ARE ALL LOYAL AMERICANS

REA co-ops should make certain that all of their employees are loyal Americans.

That was the lesson drawn at the National Safety Congress from Lieutenant Harold Mulbar, deputy chief of detectives in Michigan.



"Accidents must be prevented to save time," the police officer stated at one of the best-attended meetings of the conference. "Time is short," as OEM says in its posters. "The saboteur, the No. 1 criminal, wants to waste time--especially in such important industries as the electrical industry. Damage to an electrical plant, for instance, will waste the time of thousands, and every effort should be--must be--made to prevent this waste of time."

Co-op managers will be interested in this suggestion from Mulbar:

"If any man in an organization is under suspicion, the matter should be brought to the proper attention of the authorities. Amateur detective work is likely to be harmful. We want the cooperation of all men and women in industry. Let the people do the reporting. Let the police do the work."

Mulbar reported that there are 10,000 persons in Michigan under suspicion--and that these are being watched carefully.

JOB TRAINING PROGRAM HOLDS
ACCIDENTS IN OHIO TO MINIMUM
IS VIEW OF L. A. "SLIM" EHMSEN

By L. A. "Slim" Ehmsen
Safety Director in Ohio for REA and
a Delegate to the National Safety
Congress.

We have 28 REA co-ops in Ohio, and I am glad to say that every one of them is safety-minded. And because they are, accidents have been kept to a minimum.

When accidents do occur, I am of the opinion that 80 percent of the blame can be placed squarely at the door of the manager of the co-op or his line foreman. The responsibility is definitely theirs. A lineman is usually no more safety-minded than his foreman or co-op manager.

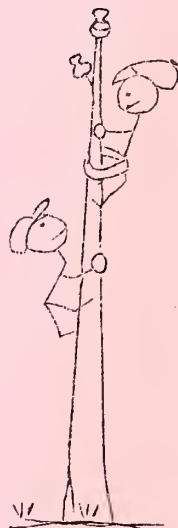
Our safety meetings have been very successful throughout the State. I reach every REA system directly or indirectly, each month through safety meetings.

I am asked if I can keep from repetitions, meeting with the linemen each month. Actually, it will take me 18 months to complete the safety program I have in mind. After that, there will be new developments which need explaining. The safety program should never end.

The University of Toledo has been most helpful. The University is now taking steps to provide me with a motion-picture camera. I will take movies of men actually at work on REA lines and show them at the safety meetings. Too much talk is bad. I am a firm believer in visual education.

I carry tools of all kinds when visiting REA systems. Good tools are ineffective if they are not used properly.

I would not change jobs with anybody in REA.



T. L. DAVENPORT DESCRIBES EXPOSITION OF EQUIPMENT AT NATIONAL SAFETY CONGRESS

By T. L. Davenport
REA Field Safety Supervisor

Everything the well-dressed lineman should wear, and much more, too, was included in the display of exhibits at the National Safety Congress.

We learned that falls kill 71 persons in the United States every day, and a newly designed safety belt, with shock absorbers, is made to "put on the breaks" in case of accident; easing the man to a gradual stop might reduce this total. These belts are not designed primarily for linemen, but the basic idea behind these belts, which were demonstrated with an honest-to-goodness lineman as a model, brought

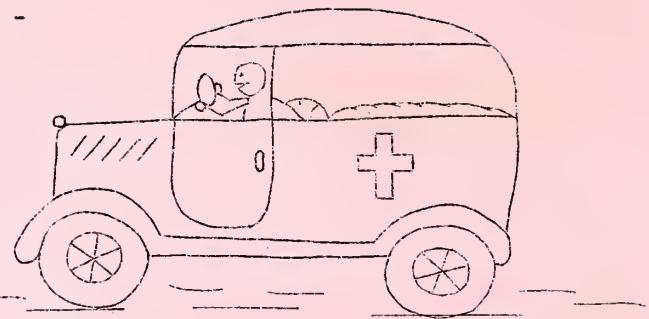
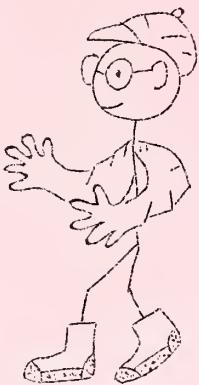
"ah's" from the big crowds.

Those REA co-ops which use ladders frequently will be interested in a new type of ladder which is held firm at the top, as well as the bottom, with brackets.

The REA systems doing right-of-way work will be interested in a pocket snake-bite kit. It contains nothing to drink, but an ingenious syringe to extract venom.

For goggles, there is a new type of plastic material, guaranteed shatterproof, and, if desired, this plastic material can be ground just like ordinary glasses. These goggles are not cumbersome. Actually they are just as light as ordinary "specs."

Quite a few linemen have suffered from poison ivy and creosote burns. For them, or those so exposed, there is a solvent which can be placed on the hands which, the manufacturer claims, makes them immune from creosote burns and poison ivy.



W. H. CAMERON STRESSES HOW ACCIDENTS HAMPER NATIONAL DEFENSE PROGRAM

By W. H. Cameron
Managing Director, National
Safety Council

"Why," I am asked, "should enemies of the United States be pleased by items in the newspapers such as the following:

"A pedestrian was killed by an automobile today and the driver of the car was injured when, in an effort to miss the pedestrian, his car crashed into a pole..."

Here is my answer:

The pedestrian killed was, let's say, a skilled REA lineman on an REA system producing food essential to national defense. The next day there is work for this lineman to do--but it is not done for a while until a new lineman has been hired and introduced to the job.

For several weeks thereafter, the REA system is operated at somewhat less efficiency while the new man familiarizes himself with the job.

Let's assume that the driver of the car was another REA lineman, as he might well have been. His injuries send him to a hospital for a couple of weeks, and additional time is required for convalescence before he can return to the job. More delay, expense, waste, and worry.

Multiply this incident by many thousands that occur annually on farms, and on REA systems, too, and the destructive effect of accidents on the whole REA program is obvious.

ARMY OFFICERS INSIST
THAT CONTRACTORS EMPLOY
MODERN SAFETY METHODS

REA insists that the contractors who build the lines it finances practice up-to-date safety methods. In so doing, it reflects the methods of the U. S. Army which works as hard to devise methods of saving lives and preventing injuries as it does to develop new systems and secret methods for destroying lives efficiently in wholesale lots.

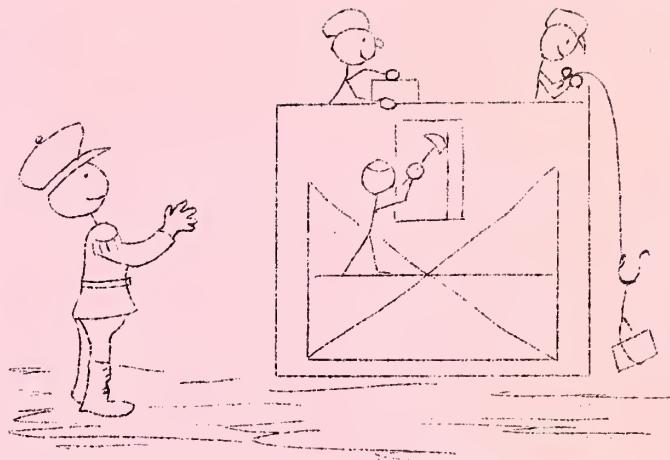
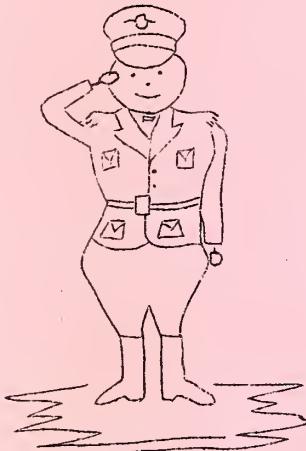
Capt. J. U. Allen, Corps of Engineers, presented this seeming paradox to the safety congress. His paper was read by Joseph G. A. Riccio. Capt. Allen's report stated:

"Many contractors working on a Government contract for the first time are astonished at the insistence upon safe methods, safety devices, and all practical precautions which the Army insists upon in its construction work. Some contractors were inclined to

consider the safety engineer and inspectors as nuisances.

"They evidently were content to operate under the tradition that 'one life will be lost for each million dollars spent for construction.' On modern construction work, such as our airports and cantonment projects, such traditions have been thrown into the discard. In our district (Providence, Rhode Island), work grossing over a million dollars has been completed with no disabling accidents of any kind.

"The War Department," Capt. Allen said, "sometimes has to threaten to forbid a contractor the right to bid unless he adheres to safety rules."



NEED FOR SCHOOL SAFETY INCREASED
BY NUTRITION PROGRAM OF REA

Rural schools have always played an important part in the REA program. With the establishment of nutrition centers in these schools, they are taking on an increasing importance.

Rigid specifications have been adopted for school buses in most States, Edgar L. Morphet, director of administration and finance for the Florida State Department of Education, told the Safety Congress. He said:

"In most States, wood or part wood construction for school buses is no longer acceptable. It is also desirable to have each bus painted a standardized color which has been designated as 'school bus chrome,' as recommended by the national conference on school bus standards. If every school bus adopted this coloring, it would be recognized as a school vehicle rather than a commercial vehicle."

MEN WHO DO TREE TRIMMING
SHOULD BE WELL-TRAINED,
ASSERTS MAINTENANCE SUPERVISOR

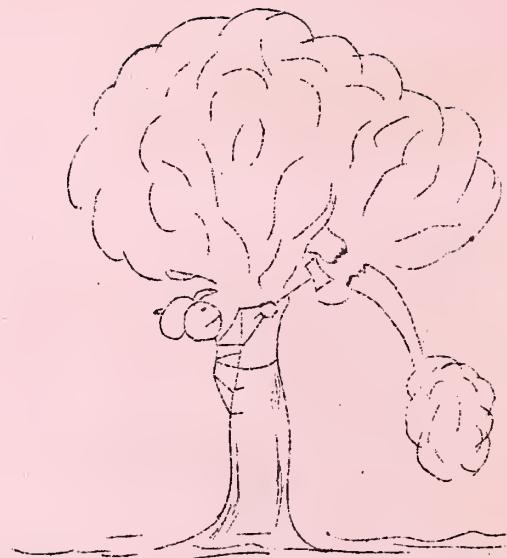
Every REA system has tree trimming of some kind to do, some more than others. Therefore the following article, digested for the REA LINEMAN, seems especially appropriate. It was delivered at the National Safety Congress.

By T. N. Langum
Maintenance Supervisor, Wisconsin
Power & Light Co.

Picking the men who are to do tree-trimming should be done carefully, choosing those having character, strong and agile physique, and above-average intelligence. These men should be grounded in safety rules. They should be taught how to handle ropes, to tie and untie knots commonly used. New men should be kept on the ground by the foreman until they learn fully the local conditions.

The ax, of course, is an indispensable tool. Perhaps the best balanced and most easily handled ax is one with a three-pound single-bit head and a straight slim handle. Where there is much cutting and chopping to be done, that weight and style of ax is less tiring and can be directed very well. The double-bitted ax is ideal for chopping where the workman is clear of branches so his back-swing can be made easily.

In the past one of the greatest hazards in tree trimming has been that of men falling out of trees. The foot shod with the steel climbers of the lineman has contributed most disastrously. The steel gaff is not long enough and not built to puncture the bark of the tree. The tree trimmer's shoes should be fitted with rubber soles extending through the heel. The heels should be of rubber. There are less slips if a man is rubber-shod. A tree trimmer's clothing should fit so well that there are no parts to flop about, catching in rough bark or stubs of natural trimming.



The lineman's tool belt and safety strap are very good and useful for the work they were designed for, but they are not good for tree trimming. The climbing rope and safety sling should be used by tree trimmers.

When a tree is to be cut down, the sawyers first should remove the standing brush, vines and weeds that grow around the base of the trees, so those things will not catch the ax when the "notch" is being cut. Such accidental catch may cause the swing of the ax to be deflected and a split foot or shin may result.

In "sawing down" care should be taken to make the back-cut parallel to the notch and not leave one side longer than the other and thereby cause the tree to whirl in falling and fall in some other direction than originally planned.

The tree-trimming program, to be carried on safely, must provide for:

1. Establishing safety rules.
2. Keeping records of accidents so study of them can be made.
3. Selecting and training men who will work and who will think.
4. Selecting and maintaining such proper and good tools and equipment as the plan requires.
5. Selecting the safe methods of using the equipment to do the various parts of the work.